

DEPARTMENT OF TRANSPORTATION**DIVISION OF ENGINEERING SERVICES**

Office of Structural Materials

Quality Assurance and Source Inspection



Bay Area Branch
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Contract #: 04-0120F4Cty: SF/ALA Rte: 80 PM: 13.2/13.9File #: 69.15**SOURCE INSPECTION REPORT****Resident Engineer:** Pursell, Gary**Address:** 333 Burma Road**City:** Oakland, CA 94607**Report No:** SIR-001272**Date Inspected:** 13-Aug-2009**Project Name:** SAS Superstructure**OSM Arrival Time:** 700**Prime Contractor:** American Bridge/Fluor Enterprises, a JV**OSM Departure Time:** 1900**Contractor:** Zhenhua Port Machinery Company, Ltd (ZPMC), Changxing Island**Location:** Changxing Dao, Shanghai**Quality Control Contact:** William (Bill) Oak**Quality Control Present:** Yes No**Material transfer:** Yes No N/A**Sampled Items:** Yes No N/A**Stock Transfer:** Yes No N/A**OK to Cut:** Yes No N/A**Rebar Test Witness:** Yes No N/A**Delayed/Cancelled:** Yes No N/A**Other:** Coatings Inspection**Bridge No:** 34-0006**Component:** Office, Cross Beam #3, Miscellaneous Metal,**Bid Item:** 77, 78, 79**Lot No:** B265**Summary of Items Observed:**

On this date Caltrans Office of Structural Materials (OSM) Quality Assurance (QA) NACE III coating inspector, Mr. James Lumley arrived on site at the Zhenhua Port Machinery Company (ZPMC) facility at Changxing Island in Shanghai, China. The purpose of the coating inspections are to monitor the surface preparation and coating applications for the SAS Bay Bridge project. This QA NACE III coating inspector observed the following:

Office

Attend to project documentation and reporting.

Cross Beam #3

Application of full final topcoat to external surfaces, Caltrans QA Lumley observed with ABF QA Bill Oak ZPMC personnel during in process application. ZPMC personnel did not adequately protect faying surfaces coated with Interzinc 22 from overspray damage that were not to receive topcoat, also ZPMC applicators were observed using poor spray technique and were not checking wet film thickness as application progressed.

Miscellaneous Metal

Base metal surfaces of 220+- Splice plates and Shim plates were abrasive blasted to an SSPC SP-10 condition and Interzinc 22 applied.

Lift 4 East

ZPMC requested Final inspection of internal surfaces consisting of the "U" rib stiffener areas and upper portions of the Floor beams over the Chevron beams, areas were discovered to still have incomplete NDT as well as not cleaned. Also the bottom plate area and bolted connection areas of the FL-3 beams were in process of cleaning operations and application of Interzinc 52 to the exposed installed bolts.

Bikeway Brackets

Final Topcoat inspection was requested with Caltrans Engineer Bill Howe and then cancelled by ZPMC.

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Counterweights

Final Topcoat inspection was requested with Caltrans Engineer Bill Howe and then cancelled by ZPMC.

OBG 6BE

Transported into Blast Shop #1 for abrasive blasting.

Cross Beam #2

Repairs consisted of re-abrasive blasting damaged areas to base metal and an SSPC SP-10 condition and re-application of Interzinc 22.

Suspender Bracket

ZPMC applied Intercure 200 HS to exposed bolts on side plate and followed up with full coat application of Interfine 979. Caltrans QA Lumley observed this activity and attempted to expedite amendment and repairs during in process application of Intercure 200 HS. Incident report was issued for this work on Lift 4 East.

Lift 3 East

Repairs consisting of re-abrasive blasting to base metal and an SSPC SP-10 condition and the re-application of Interzinc 22 to the affected areas. The locations of repairs were rust stain areas on floor and "T" stiffeners, Upper Corner Unit at Panel Point 22-23. Profile amplitude was 78-84um.

OBG 2AW Counterweight Attachment

Repairs were performed by abrasive blasting to base metal and an SSPC SP-10 condition and re-application of Intercure 200 HS to surfaces which were to be in contact with concrete and Interzinc 22 to faying surfaces of the bolted connections.

OBG 2AW

Weld seam repairs and drip edge repairs consisting of re-abrasive blasting affected areas to base metal and an SSPC SP-10 condition and Interzinc 22 re-applied. Profile amplitude was 72-84um.

Lift 3 East

Weld seam repairs consisted of re-abrasive blasting base metal surfaces to an SSPC SP-10 condition and re-application of Interzinc 22. Repairs were located at Panel point #19.

Note: All inspections were performed jointly with ABF & ZPMC QA/QC representatives and Caltrans QA Lumley when achievable. International Protective Coatings technical service representative Mr. Alpha Chen was available for inspections and consultation.

Summary of Conversations:

No relevant conversations on this day.

Comments

This report is for the purpose of determining conformance with the contract documents and is not for the purpose of making repair or fit for purpose recommendations. Should you require recommendations concerning repairs or remedial efforts please contact Eric Tsang, (858) 699-9549, who represents the Office of Structural Materials for your project.

Inspected By:	Lumley,James
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Quality Assurance Inspector

Reviewed By:	Carreon,Albert
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QA Reviewer
